



**The SOUTH AUSTRALIAN SOCIETY of MODEL
and EXPERIMENTAL ENGINEERS INC.**

"SASMEE PARK", SASMEE Lane (off Millswood Crescent) Millswood, SA

PO Box 208, Goodwood, SA, 5034

The Official Journal of
The South Australia Society of
Model & Experimental Engineers Inc.

(Established 1927)



MAY 2021

ISSN / 0155 / 3700

(This bulletin is issued for information only)

EDITORIAL.

A welcome sight for many a downed airman in the Second World War. The approach of a RAF rescue boat. Michael Offler's fine model is put through its paces. Note the bow wave and wake – just like the real thing!

Communication.

Back in our own Bed!

On 31st March the Covid rules were revised, allowing 3 people per four square metres. That is 75% capacity. This gives us enough space to once again hold the General Meetings in the club rooms. Thank goodness.

The Bowling club have been wonderful in allowing us to host our meetings in their rooms and we are very grateful. But there is nothing like your own bed.

We can get back to having a cuppa and a chat after the meeting and reinvigorate the technical discussions after the main business has been completed.

The last year has been very challenging, yet in spite of all the obstacles SASMEE has continued to run and thrive, with the balance in the books looking nowhere near as bad as was projected this time last year. Covid hasn't gone away and there are still some restrictions, but returning to our own club rooms is a big step in the direction of feeling things are getting back to normal.

For the May General Meeting, John Foster has offered to give a talk on the paddleboats from the east coast of Australia. These were quite different from the ones on the Murray River, of which many of us are familiar. The talk looks to be very interesting. Look forward to seeing you there.

PRESIDENT'S REPORT.

Bryan Homann

5" track The 5" track remediation is progressing well. The lowering of the track to close to the timber walk boards (and proper clamping down of those timber ends) is virtually complete at the time of writing. Fixing board on either side of the tunnel track is also nearly complete. In both of these cases, the intent has been to reduce the ability of a carriage to tilt so far, that passengers lose control and fall right off. The much bigger job of eliminating as much as possible the same issue on the track alongside the driveway has been much more challenging. All of the old concrete has been removed and a new track bed is currently being laid using compacted quarry rubble. A side benefit of this approach has been the significant reduction in uphill grade at and near absolute signal 108. For smallish locos, and wet days, this will materially aid in getting going if held up by a red signal. In fact that section of track will be, on average, virtually flat, followed by a mild downhill to the boat pond, and a slightly stiffer (1:170 vs 1:140) up hill to the rise over the top of the 5" tunnel. This work has exposed some issues such as poorly mapped pipe locations and depths, but fortunately nothing too serious. It has also exposed remnants of the pillars supporting the old raised level track as well. It actually allows for some improvements in documenting some underground services. In considering some of the hazards and potential risks relating to track work, the section of parallel working from the tunnels up to the lattice bridge has been considered. Because of the closeness of the tracks, an incident on the 5" (particularly) just ahead of another train could be very serious. Therefore, a plan is being formulated to interlock the tunnel signals on both 5" and 7 1/4 " so that there is a reasonable spacing between trains as they exit the tunnel.

Insurance. As many members are already aware, Public Liability insurance has been a big issue recently. Right on the death knock, three quotes arrived, and because of the limited expected income stream for this year, the quote that was several thousand less than the others was chosen. A downside is that this has generated issues with boiler definitions, and the insurance industry's view on insuring such devices. The result is, at the moment, that the situation is very unclear in relation to the steam house gas fired fire tube boiler. Therefore, we have reluctantly decided to moth ball it for the time being.

On the topic of AMBSC boilers, we have clear advice from the insurer that those vessels are covered, mainly because, under our State Work Safe laws, they are not deemed to be boilers requiring Government registration. However, we are also still pursuing insurance for the steam house boiler.

It looks like, as a result of this issue, and the affect it has had within AALS, and our insurers, that the whole question of insurance for pressure vessels is generating a lot of investigation. We don't expect a quick solution.

Ageing infrastructure. A small spate of water pipe failures recently is possibly an indication that SASMEE could be entering into a time period where more expenditure will become necessary due to issues with ageing infrastructure. This also applies to some of our signal wiring. We anticipate being able to do some improvements in conjunction with the 5" track works. Additionally, the 7 1/4" track will also need work done on it, including improving top and line, and dealing with some crippled joints, and significant wear in the movable frog type turnouts. Nothing lasts forever!

Covid and Field Days. Our reduction to 200 visitors per field day, while obviously affecting gate and canteen takings has resulted in generally happy patrons, who are now getting several rides without having excessive wait times in the queues. A temporary "Canteen Halt" has been employed to allow loading only at the 7 1/4 " station, and unloading near the Canteen.

This gives the disinfecting liquid time to do its stuff and dry before a new set of passengers sit on the cars. Once the 5" track is finished and deemed satisfactory for public use, the numbers will be able to be increased No decision has yet been made on numbers.

General Meetings. The Committee is also looking at ways where we can return to General Meetings in our own clubroom. The gradual easing of some Covid requirements is giving some hope, and there may be ways within the emergency declarations and the Covid Safe Plans. This will be discussed at a near future General Meeting.

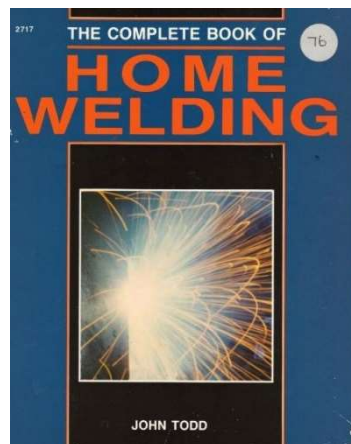
IN THE LIBRARY

Max Shuard

Book of the Month

Home Welding – John Todd.
This book gives a very comprehensive overview of all types of welding. From oxy and arc through to Mig and Tig.

It includes advice on equipment and tools and how to minimise distortion. There is also a section on laying out work as well as cutting and forming metal. There is a section on safety and when to use outside services. As such it is a very comprehensive guide to all aspects of work involved with welding and is recommended if you are new to this aspect of work.



Magazines

From what looked like a dire situation in the middle of last year, we now have a full suite of Model Boats and Model Engineer's Workshop magazines. Following the very welcome donation from Dean Matheson, only Numbers 4636 and 4637 of Model Engineer are missing. There is a full set, from the first to the last edition, of Australian Model Engineer.

There are also many spare copies, particularly of Model Engineer. These are surplus the requirements of the library so if you want or need any, please let me know.

Communication.

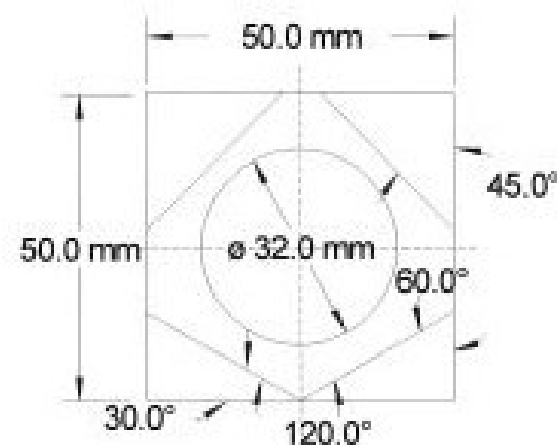
The library is open from 7:00 to 7:45 on General Meeting nights. Also, I generally attend the public run days and Wednesday working bees, so if you are looking for something, please just ask.

TECHNICAL MATTERS

Angle Indexer

Max Shuard

One time while watching one of Tubal Cain's YouTube videos on machining (as you do!), he needed to drill holes in a round bar at specific angles. He produced a device that clamped onto the bar and had various different angles machined onto it so it was easy to set up at the angle required. That's really neat, I thought, so watched the video several times and went ahead and made one. Drawing and photo below. It was only after having done all of this, I found you could buy them online. It is called a Rose Indexer.



When is L not L!

I recently bought a digital readout set for the mill. The advertised length of the scales I took to be the overall length. Not the case! The advertised length is the actual length of the reading scale. The overall length is about 120mm longer. Consequently, they didn't fit. Fortunately, the merchant was happy to exchange them. But something to be aware of.

Precise work holding in a milling vice.

Bryan Homann

There are many solutions to getting a work piece sitting hard up against the fixed jaw vice, and tight on the parallels (if the two faces are at right angles, and the vice jaw likewise to the base).

The moving vice usually has some slop in it, and can lift the job off the parallels, or skew the job from seating against the fixed jaw. A whack with a soft hammer can sometimes fix this.

However, I saw somewhere on YouTube, a means of reducing/eliminating the bounce back if the whacking doesn't overcome the force the vice jaw is exerting upwards. The YouTube video solution was to use a largish bearing ball, with a flat ground into it. From what I can recall, the flat is put against the vice jaw, and the round part of the ball against the job.

Not having a suitable ball, but a barrel shaped roller (from an old steam loco tender bearing), I tried a similar trick. It seemed to work Ok with the rather complex job of setting up my fabricated bronze loco cylinders for boring.

It seems a bit counter intuitive to put the curved part of the ball against the job, but I gather this is required to make the process work. I suppose a spacer could be used if there is concern over denting the job. If someone with much more knowledge of workshop tricks can confirm, or enlarge on this method, I would be most appreciative.

IN THE WORKSHOP

First build steam (Electric) tram

Billie

Davio Bryker

Back in 2018 while chatting to Brenton Dicker about building my first loco and while we were at Mannum, Brenton got chatting to my dad and then the plans got started. The tram started early 2019 with ordering wheels, motors, gears, controller and brake shoes. Frames were designed and laser cut from local business in Lonsdale not far from my work. Meanwhile, at the club with Brenton Dicker's help I cut and put the holes in the brake blocks. The reason for using the club's workshop is that I have not a workshop set up at home and it was the best place to work on the under frame.

Two weeks after the brakes, the frames arrived. The frames were designed by the Dickers boys for their long consist of 4 wheelers with bolts and Nylock nuts. As I'm not a welder this was a simple way to do the under frame. So once that was finished, I picked it up and went to the club again to start painting and assembling.

In the afternoon, while waiting for the paint to dry, I sprayed the metal with black oil base paint. This was the first time I had spray painted in this way. Two coats of paint and again this was done at the club with space and room to do it. At this point it was like a IKEA flat pack. No Allen keys required to put it together though

Once left it drying overnight it was time to assemble. The wheels also needed to be painted. Brenton made it out of 8m Steel a bracket that needed. I then made four bolts longer and that was fun and they too were painted black then dried and end result was great.



Photo above Me using Angle grinder left handed and cutting brake blacks out Photo by Brenton Dicker

We also put the springs in and then it was time to get it home. We did a dry run minus its body which went ok.

When people saw they thought it was the Dickers until I said it's my first build. During a meeting night the underframe was loaded and taken home to then wait for my dad and I to start the construction of the cab. This needed different skills and so we experimented and were amazed with we got it done.

The body work drawings and designs came left, right and centre. Some metal mounts were designed and a wooden version was cut out by Cameron on the Dicker boy's laser cutter.



Construction started with dad while having time off between work and volunteering. From the start the body was a box style. I had no details of the height and it turned out wrong as it was meant to be 600mm from track to roof. It is higher than that for 2"

scale. However, as the box came together, a few trips to Bunnings for wood edging and metal to cover end grain and other mistakes we fixed things as we went.

One thing we did before assembly was to go with the lined blank look as per carriage construction. This was looked into about three times and then I went with look of Toby the tram engine from the Thomas books. The doors and windows were not cut square thanks to my measuring.

Whoops.

Now came assembling the body this was fun. We left the middle part clear for the Batteries and electronics.



Plus, we also needed to be able to see the wheels in case of a derailment. that. The corners were covered edging, giving the carriage the look it has now.

Once glued, we then started planning how to glue the roof. The walls not only separated the batteries and doors, they are handy for storage. As we glued the roof, we started working out colours. Originally green was chosen, but later decided on a light red after dad started on the under coat of white. When we got the red on, I discovered it was Coke can red and didn't like it. Luckily dad had paint from work jobs and that was the colour we chose.

With the body painted it looked like a tram and was ready for assembly onto its underframe.



That became interesting as I took whole body off in case of wheel and motor were damaged. A second attempt working on the body work the floor at either end of the tram got cut out and new ones went in and roof was cut out also.

This is where the funnel and bell are now. The new panel made it easier to get the batteries and electronics with four wingnuts holding the roof on.

The power is supplied by two 12volt batteries for the two 24-volt motors.

During November 2019

and Brenton helped me wire the motors. This was Brenton was passing on his knowledge of what he learnt on his electric loco Shorty.

The chain and wire were soldered by me with help by Brenton if I got in trouble. Once batteries were in and the controller all wired in, it was time to get it running. Tested it and it ran well. The first run was our



Christmas public run day. The night before Brenton had 3D printed a headlight for the tram and once it was wired my tram was ready to run at night. Next day brought the tram down and Dad came down to mount my bell. Once that was done it was ready for the member Christmas show and the tram was ran with a load of 4 wheelers plus Brenton's SFNs sheep vans.

They were fun to pull and made it look like Toby. In 2020 not running much with public but

with Mr Covid around. The tram did get some nameplates thanks to Bryan Homann and his 3D printer plus a funnel being made with two fruits lids and pipe painted black.

I also got a bumper sticker from Victoria that I have as my headboard. It was done purposely for the front and over Easter 2020 painted the nameplates in the numberplate colours from Victoria. The number 95 represents my birth year. The name was because of a friend of mine

asked to change to my favourite doctor Billie. The tram well. I had it at the club for a few months while going stir crazy at home during lockdown. Also ran it with Brenton and the boys using Matthew South's blue car and it was fun set it on speed and relax.

One added thing yet to be working is a Steam



Engine Soundcard. The card will allow me to have whistle and bell as per the J70 tram had and it will have a safety valve pop and Westinghouse brake coupled to the fake funnel I have already.



It was August 2020 on the first run day of the month and I hadn't used the controller since last run and hadn't realised the throttle knob wasn't right and so I accidentally flicked forwards and it took off and hit two posts and damaged to roof.

After this incident the tram wasn't at the club for a long time until December 2020. On the member's run day of 2021 January 7th, it was great to run again. The tram ran well and outperformed itself. It stills needs more testing with more cars and people but until bumtruck is built I can only run with one unbraked passenger car. the next thing planned is to build the bumtruck and with two carriages. All 4 wheelers on the Dickers design. For the carriages, one is planned to name it after my niece and the other a girl I know.

But for now it runs only handful of drivers, those I trust I know well. I've enjoyed building this engine and with the help I have gotten a great little engine. I'm pleased with the smiles and the feedback from



everyone. The plan is to take it to different clubs in the future and people can start following my trams adventures.

Photo on interclub night of me powering passed Ben at SASMEE on Billie Photo by Ben Greafe from Copper Coast Kadina

The Collier Coralisland

Michael Priest

The Prototype.

Built in 1921 by A Hall and Co. of Aberdeen for John Kelly of Belfast. She was a ship of 313 gross tons, 135'4" in length and 22'7" beam. Coralisland ran onto rocks in the Mull of Kintyre on 20th January 1925 and was lost

The Model



From a small plan in "Model Shipwright" I enlarged, with pencil, ruler and lots of erasers. The plans give a model of 1030mm x 180mm, making it approximately 1:42 scale. The model is made from Jelutong, using bread and butter construction with a ply keel. The deck houses and hatches are also ply while the winches are turned from aluminium, on the lathe. The steering chains are dummy, ending at the deck and the steering wheel is a commercial item, as is the propellor. The electric motor is a 6 volt from a rock crawler. The radio uses two channels, one for steering and the other for speed control plus forward and reverse. The three crew members are 1:35 soldiers with a slice taken out of their waists and their legs shortened. The ship sails well and looks good on the water, especially when there is a slight chop.

Wanted



If anyone has a 1" and/or 1 1/4" Coventry style die head surplus to requirements, could you please contact me. Regards Bryan Homann 0417843945

For Sale: 1500mm x1000mm Drawing machine. Good Condition. Fully working. Contact Max 0411273218. \$50.



SASMEE BUSINESS

New Boiler Installation

Bernie Dickenson.



In SASMEE's Steam Shed we now have a modern horizontal package boiler, gas fired of 10 HP (100kW) capacity. The boiler's history is as follows. Built in the North Plympton works of W & M Engineers in September 1981 for the Queen Elizabeth Hospital. Later installed in the hills Dry Cleaners of James Heriot Dry Cleaners and Laundry ownership. Then came five years in storage, under cover and dry, then to SASMEE.

The classification "Package" means totally automatic.

These features are built in: Combustion, management control of gas supply, pre purge, ignition, flame failure shut down, air supply failure, set pressure switch for auto stop/start, water level control, post purge and low water level shut down.

The duty scope for SASMEE's needs is 10 – 12 hours of operation per month. Steam pressure of 6 – 10 PSI to both engine sheds continuously. To achieve this latter requirement a set pressure of 80 – 85 PSI is delivered from the boiler to firstly the boiler water feed tank to maintain a temperature of 75 - 80°C (thus increasing the boiler efficiency). Secondly to the pressure reducing valve where the steam set pressure of 20 PSI delivers hot, dry steam to both wings of the engine shed. Thus, given pipe and radiant heat losses, the required steam quality and quantity is available at the extremities of the supply lines. Why was all this change necessary? In a nutshell the old UFB (Under fed boiler) was not adequate for the duty needed. The fuel (wood) was unsatisfactory and, of course, smoke.



So SASMEE management grasped the nettle, bit the bullet and took advantage of a rare opportunity to purchase a well-found boiler. The Wednesday Boys took to the task with a will from the outset and what assets they were! From Project Management to top tradesmen and ever willing helpers, sometimes carrying out different tasks perfectly, while not really understanding why. The learning curve eventually flattened out and wonders were

performed were legion. To them all, my deepest respect and honour for their achievements.



Our New Life Member, Bob Smith



Bob is recognised as an accomplished model engineer who is fairly quiet about his other achievements but it has been discovered that he is a horological mechanic of some note. For the past 34 or 35 years he has been maintaining the Trinity Church Adelaide clock. This clock was made by

Benjamin Vullimay in 1836 and installed in the original clock tower in 1838. Benjamin Vullimay was an English clock maker authorised to King William IV, whose family were responsible for building a "regulator clock" that was the official regulator of time in London between 1780 and 1884.



The regulator clock, developed around 1720, was a break from the ordinary clock of the day that was only accurate to about 5 minutes per week.

The regulator clock, powered by a weighted & geared mechanism, could be accurate to within 10 seconds per month.

It is understood that the Trinity Church clock was commissioned by the SA Colonisation Commissioners, in London, and was to be the town clock.

Bob took over the maintenance of the clock from Mr Vic Garbett and has used his trade skills to make replacement parts as they are needed.

He winds, checks & regulates the clock on a weekly basis and generally maintains it in good repair for future generations to enjoy



Sign In Requirements

There have been some queries regarding the need to sign in when attending SASMEE Park in relation to the QR code record.

It is still a requirement to sign the attendance book whenever you are on site at SASMEE. This is an important requirement of the SASMEE insurance and failing to sign in may mean you are not covered in the event of an incident or accident.

Outside of the club house, on the right-hand side of the meeting room door, there is a small metal box marked "Sign in Book". A sign in book is kept there so a key and code to the clubhouse are not needed.

It is also a requirement to scan the QR code. If a person does not have a smart phone, then they must do a manual paper sign in, on the government sheet. By state law, none of the QR and manual alternative data is allowed to be used for any purpose other than contact tracing. It will not release information and only holds the data for 28 days. It therefore is not a substitute for signing the attendance book.

So please remember to sign in whenever you are at the park, even if there for only a short time.

3 1/2" 5" Track Remediation



The remediation of the 31/3" 5" track is proceeding apace. Since the last Bulletin, working bees have been held on each Saturday of the non-public run day weekends. Added to the Saturday work, much of the efforts of the Wednesday group have been diverted to the remediation. The



trackwork on the bridge and in the tunnel is now finished. Earthwork from Skewes Crossing to the Boiler house – the major part of the job – are complete and the track installation has commenced.



5" inch Wagons

While the main emphasis has been on upgrading the track, the wagons have also received a lot of attention.

Kingsley Martin has gone right through the 5" SASMEE fleet, standardising the seat height, servicing the bogies and draught gear, fixing skid bars and giving them all a good paint. Thanks Kingsley!



Boat Pond Tap

The hose on the tap under the shelter has had an automatic stop nozzle. Unfortunately, the tap has been left on, on a number of occasions and the hose has burst, flooding the adjacent area and wasting a lot of water. The nozzle has now been removed and please do not replace it.

Field Days

Field days are frequently judged by the number of locos/boats present, and the number of dollars generated.

While obviously important, there is much more to making a successful Field Day.

Before the event day, many jobs need to be addressed;

- 1) Sourcing and getting supplies in the Canteen to cover the possible requirements of food, drinks, and sanitising.
- 2) Having the Field Days presented in the Website and booking system well in advance.
- 3) Making sure that the grounds are clean and as free as possible of fallen tree branches etc.
- 4) Cleaning the toilet block.
- 5) For special events; planning and managing them.

On the day, totally forgetting locos/boats/garden gauge trains etc for the moment;

1. Having the gate set up ready to manage the patrons as they arrive.
2. Having the canteen ready to sell (initially to the chip loving SASMEE members).
3. Opening up the Park, putting out and checking track signals.
4. Arranging for station attendants, Covid Marshals, gate attendants.
5. Supplies to each station, loco prep area, and front gate for Covid sanitising.
6. Checking safety requirements to comply with our, and insurance, requirements.
7. Putting bin liners in the rubbish bins.
8. At the end, emptying the rubbish bins.

9. Ensuring that everything is put away and the premises locked and secured.

While the member attendance at Field Days has really been excellent, it is clear that the work load for many of the jobs above are relying too much on specific individuals. This puts the whole show in potential jeopardy if significant people are unavailable, especially for longer periods due to illness etc. It is very clear that we are not very good as an organisation at developing succession planning.

The Committee members in general have a pretty big plateful dealing with the major management issues such as;

- Insurance
- Covid
- Finance, budgeting
- Maintaining records such as meeting minutes, correspondence etc
- Managing unexpected large projects (e.g., the 5" track remediation)

Therefore, there is a very real need for additional members to step up to understudy many of the jobs outlined above.

Failure to do this will ultimately mean that the Society's success will diminish, requiring some aspects to be curtailed altogether.

Private Run Days

SASMEE encourages members to undertake the use of club facilities for private run days.

The club grounds cannot be hired out to non-members and any private run day must be controlled by a SASMEE member. The guidelines below relate to large, member sponsored private meetings.

There are the following conditions.

- Requests for private run days should be submitted to the Committee and ratified at a General Meeting.
- The names of all attendees must be recorded both in the SASMEE sign in book AND either the Covid QR code or the Covid sign in sheet. These are the current requirements. Any future Government directions will be included as and when they occur.

- The use of consumables such as coal, gas etc should be recorded in the activity log book. A charge may be applicable for coal if a large amount is used.
- The canteen will only be opened with prior agreement with the Canteen Manager.
- The use of club locomotives and wagons is not permitted without prior specific permission.
- The club grounds and facilities should be left in a clean and tidy condition.
- It is expected that all rubbish will be removed and not left in the SASMEE waste bins.
- Any incidents, such as derailments, damage to equipment etc must be reported.
- Entrance can be gained by arranging for the gates to be unlocked at an agreed time.
- On leaving, the grounds must be secured and the main gate locked.

There is no charge for members to use the club grounds. However, a donation will be appreciated.

SASMEE Bible

We have started to collate all the documentation necessary for running the club. Currently this is held in a number of different locations and is not always readily available. Volume 1 will contain administrative issues such as the Constitution, Regulations, Canteen procedures etc. Volume 2 will contain technical matters relating to track, boiler house, rollingstock, signals etc. If you are the custodian of various items, please contact the Librarian and we'll take a copy.

Also starting a folder to hold equipment manuals. If you find any lying around, whether it be for a fridge, tool or any other item please hand it in to the library.

Up and Running

With the continuing closure of the 31/2" 5" track, the 5" 71/4" track was operating and public attendance limited to 200. The runday on 20th

February the following trains were run:

5" 7 1/4"

- LMS 1831 Jeff Schaefer
- 351 Club locomotive
- U33 Club locomotive

Unfortunately, boats were not recorded.

On 7th March, in attendance that day were:

- 351 Club locomotive
- U33 Club locomotive
- Black 5 Allan Wallace
- Eudlo Andrew Matthews
- Pugsley John Bellew

The pond was alive with:

- Yacht Georgina Bob Smith
- Trawler Pride of Firth Bob Smith
- Corvette Bendigo Alan Saunders
- Skylight Malcolm Offler
- Swiss Barge Malcolm ambler
- Cabin Cruiser Malcolm ambler
- Speedboat Excellent Jeff During
- Fishing boat Raelene 11 Michael Priest
- Blue boy John Harris

Rob Ball also had a steam traction engine

20th March had the following locomotives on the 5" 71/4" track

- Black 5 Allan Wallace
- Billie Davio Bryker

- 351 Club locomotive
- KI 2102 Jack Soames

At the runday on Sunday 4th April were:

- Black 5 Allan Wallace
- Conway Dylan O'Sullivan
- De Winton Brenton/Cameron Dicker
- 351 Club Loco
- CD003/004 Kyle Delaney Carter

On the pond were:

- Yacht Georgina Bob Smith
- Trawler Pride of Firth Bob Smith
- Jet Boat Excellent Jeff During
- Sea Rescue 2502 Michael Offler
- Clyde Puffer Skylight Michael Offler.

The March General Meeting was held at the club – outside under the veranda. Fortunately, the weather was mild and it was good to be back at the club with a cuppa and a chat after the meeting. April saw the General Meeting held at the bowling club.

Reminders!!

Covid Hygiene Training Online

A reminder, please complete the Covid Training and Covid Marshal Training. Without enough trained volunteers, we cannot continue to run.

Working with Children

And for those who still haven't undertaken their "Working with Children" clearances, these are still necessary, so please get on the case.

Event Co-ordinator.

For special events, it is apparent that each event needs to have a much higher level of planning than normal run days. To this end, it is intended to call for one or more volunteers to manage the event.

The first event that is likely to need extra planning is the Halloween run at the end of October. While this seems a way off, it would be great if a co-ordinator would step forward as there are early tasks to be undertaken.

General Meeting Questionnaire

Last Bulletin had a questionnaire regarding the alternatives for holding our General Meetings. The response, in the table below, was somewhat underwhelming, indicating there is not a great desire for change. The majority of votes that were received also supported this view. So, for the foreseeable future at least, the second Tuesday of the month at 2000 hours is the go. Also, the club will not be racing out any time soon to provide any electronic coverage of meetings. Note that the Committee abstained from voting – these results are from general members only.

Time	Day	Comment
2000	2 nd Tuesday of the month	6
1730	Saturday Run day	1
1730	Sunday Run day	0
1300	Saturday non Run day	1
1300	Sunday non Run day	0
Electronic Observation		1
Electronic Participation		0
Other Options		

Committee Positions

At the AGM there will be a spill and elections for all positions. If you wish to nominate, please have nomination forms in to the Secretary as soon as possible. Nominations should be in before 6th July for an AGM on the 10th August.

Either email secretary@sasmee.org.au or post to:

Secretary,
South Australian Society of Model and Experimental Engineers,
PO box 208, Goodwood. SA. 5034.

A nomination form is included below.

PO Box 208, GOODWOOD SA 5034 OR secretary@sasmee.org.au

Nominations for the **SASMEE** Executive and Committee

2021/2022

Please circle the position nominated for: -

- (1) ---President
- (1) ---Vice President
- (1) ---Secretary
- (1) ---Minute Secretary
- (1) ---Treasurer
- (1) ---Assistant Treasurer
- (1) ---Safety Coordinator
- (3) --- Committee person

I wish to nominate the following person for the position circled: -

Nominee (print name)

Accepted by nominee (sign).....

Proposed by.....

Seconded by.....

Date.....

Nominations are to be lodged with the Secretary by 7th July 2020